

# **Idaho Department of Lands and US Forest Service Regions 1 and 4 Interagency Operations Guide for Single Engine Air Tankers 2009**


## **Participating Agencies**

Idaho Panhandle National Forests  
Idaho Department of Lands  
Clearwater/Nez Perce Fire Zone  
Clearwater-Potlatch Timber Protective Agency  
Payette National Forest  
Southern Idaho Timber Protective Agency


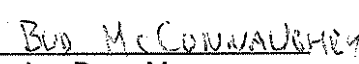
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Idaho Department of Lands  
and  
US Forest Service  
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Single Engine Air Tankers  
2009  
**Reviewers Signature Page**

  
\_\_\_\_\_  
Bob Wing, Forest Aviation Officer  
Idaho Panhandle National Forests

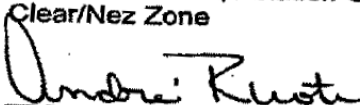
Date: 7/9/09

 For   
\_\_\_\_\_  
Bud McConnaughey, Air Tanker Base Manager  
Coeur d'Alene

Date: 7/16/09

  
\_\_\_\_\_  
William H. Acton, Aviation Officer  
Clear/Nez Zone


Date: 07/16/2009

  
\_\_\_\_\_  
Andre' Ruoti, Air Tanker Base Manager  
Grangeville


Date: 7-28-09

  
\_\_\_\_\_  
Howard Weeks, Fire Warden  
Clearwater Potlatch Timber Protective Association

Date: 7/27/2009

  
\_\_\_\_\_  
Mark Woods, Fire Warden  
Southern Idaho Timber Protective Association

Date: 7-28-09

  
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Date: 7/27/09

  
\_\_\_\_\_  
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Date: 7-28-09

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Maggie Doherty, Regional Aviation Officer  
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Date: 7/16/09



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## **OBJECTIVE**

To provide operational direction and stipulate the use agreement for managing a safe, efficient, and effective Interagency (IDL and FS) Single Engine Air Tanker (SEAT) operation from the Coeur d'Alene, Grangeville, and McCall Air Tanker Bases in support of fire operations in Idaho.

## **AUTHORITIES**

This plan is a Local Operating Plan, specific to the objective above, as provided for in the "Cooperative Fire Protection Agreement" 07-FI-11015600-087 between the United States Department of the Interior Bureau of Land Management, Idaho; National Park Service Pacific West Field Office; Bureau of Indian Affairs Northwest Regional Office; U.S. Fish and Wildlife Service Pacific Region; United States Department of Agriculture, Forest Service, Pacific Northwest, Intermountain, and Northern Regions; and the State of Idaho Department of Lands.

## **RESPONSIBILITY**

Idaho Department of Lands (IDL) is responsible for providing exclusive-use contracted SEATs for interagency wildfire use at the locations shown in the **SEAT OPERATIONS SUMMARY INFORMATION**. The US Forest Service is responsible for providing the air tanker base facility, retardant, and air tanker base management for the IDL SEATs.

## **POLICY**

All SEAT operations conducted will comply with direction set forth in the Idaho Department of Lands Exclusive Use SEAT Contract. The Interagency Air Tanker Base Operations Guide (IABOG) and the Interagency Single Engine Air Tanker Operations Guide (ISOG) (NFES # 1844) are not policy documents for IDL operations, but are used as guides. IDL has an addendum to ISOG that outlines where IDL standard practices differ from the ISOG. For federal operations, the IABOG and ISOG are policy documents.

## **GENERAL OPERATIONS GUIDANCE**

A contract briefing and pre-work session will be held to review the contract and to cover the following items:

- Mission Priority Protocol(s)
- Funding
- Ramp Traffic Flow Procedures
- Hot Loading/Refueling Procedures
- Base Communication Procedures
- Emergency Procedures
- Basic Safety Procedures
- Dispatch Procedures
- Pilot/Aircraft Inspections

The briefing participants will include:

- Contractor or Vendor Representative
- Pilots and Vendor Support Personnel
- Air Tanker Base Personnel
- Federal and State Aviation and Fire Managers

## **MISSION PROTOCOLS**

SEATs will primarily be utilized for initial attack fire suppression. They can and will be ordered for initial attack prior to ground personnel arriving on scene. A Level 1 pilot may direct other SEAT pilot operations over an incident prior to the arrival of Aerial Supervision. Aerial Supervision (ATGS, Lead Plane, or ASM) is recommended when more than three aircraft are working a fire, and must be ordered when:

1. SEATs are working in conjunction with large air tankers;
2. SEATs are committed to a congested area of operation (Lead must be ordered);
3. Two or more helicopters are working on a fire, and there is a request for load and returns of more than one SEAT.
4. Refer to Interagency Aerial Supervision Guide for further guidance.

## **SEAT OPERATIONS SUMMARY INFORMATION:**

### **Coeur d'Alene Air Tanker Base**

Contractor:	Queen Bee Air Specialties
Aircraft:	Three (3) AT-802s — 799 gallons maximum each Exclusive Use Contract with IDL
Daily Contract Availability:	Paid by IDL
Hourly Flight Rate:	Paid by ordering agency
Retardant:	Supplied by Coeur d'Alene Air Tanker Base
Facility & On-site Management:	Coeur d'Alene Air Tanker Base personnel

### **Grangeville Air Tanker Base**

Contractor:	Evergreen Flying Services, Inc., Rayville, LA
Aircraft:	Two (2) AT-802s — 799 gallons each Exclusive Use Contract with IDL
Daily Contract Availability:	Paid by IDL
Hourly Suppression Rate:	Paid by ordering agency
Retardant:	Supplied by Grangeville Air Tanker Base
Facility & On-site Management:	Grangeville Air Center (GAC) / Air Tanker Base personnel

### **McCall Air Tanker Base**

Contractor:	Evergreen Flying Services, Inc., Rayville, LA
Aircraft:	Two (2) AT-802s — 799 gallons each Exclusive Use Contract with IDL
Daily Contract Availability:	Paid by IDL
Hourly Suppression Rate:	Paid by ordering agency
Retardant:	Supplied by McCall Air Tanker Base
Facility & On-site Management:	McCall Air Tanker Base / Air Tanker Base personnel

## **SAFETY**

Safety of personnel and aircraft is the number one priority in SEAT operations. All safety deficiencies shall be corrected and brought to the attention of the Air Tanker Base Manager (ATBM)/SEAT Manager (SEMG) with follow-up notification to the IDL Duty Officer (DO) or Contracting Officer's Representative (COR). If safety deficiencies call for submission of a SAFECOM report, the form will be provided to the USFS Regional Aviation Safety Manager, Forest Aviation Officer, and the IDL DO/COR within 24 hours of the time the incident occurred.

## **SAFECOM REPORTS**

The purpose of the SAFECOM report is to identify safety problems or hazardous situations which can be shared with other aviation personnel in the hope of eliminating the same hazard elsewhere. A SAFECOM will be filled out any time the pilot, base personnel, or other personnel

feel a problem has the potential to cause an aviation-related mishap. If not initiated by the SEAT Manager, the reports will be submitted to the SEAT Manager for review and processing. The SEAT Manager will discuss the report with those affected and submit the report electronically to the Region Aviation Safety Manager, Forest Aviation Officer, and IDL DO/COR within 24 hours of the time the incident occurred.

### **ACCIDENT RESPONSE AND REPORTING:**

1. Ensure that appropriate action to mobilize medical care for personnel involved in the accident has been taken.
2. Advise all on-scene personnel to protect the accident site, and not to release any information on the accident, or on personnel involved, until authorized by your Line Officer.
3. If any accident occurs on the Airport, follow the Forest Aviation Emergency Checklist.
4. A list of individuals that need to be notified is found in each Air Tanker Base Appendix.

### **DISPATCHING:**

All requests for SEATs will be made through the following dispatch center:

Coeur d'Alene SEATs	Coeur d'Alene Interagency Dispatch Center (CDC)
Grangeville SEATs	Grangeville Interagency Dispatch Center (GVC)
McCall SEATs	Payette Dispatch (PAC)

Requests for the SEATs will be placed through the appropriate dispatch center as shown above. All Requests will be placed on a standard Aircraft Order Form. The dispatcher will record the necessary request information regarding the mission on an Aircraft Dispatch Form, and then fax it to the Air Tanker Base for transmission to the pilot(s). The pilot(s) must have an accurate copy of the completed Aircraft Dispatch Form onboard the aircraft prior to take-off.

### **Dispatch Priorities for the SEATS are:**

1. **Protection of human life and property.**
2. **Protection of natural resource values.**
3. **Initial Attack Dispatches.**
4. **Support of ongoing fire suppression operations.**

### **INTERAGENCY COORDINATION**

Multiple or simultaneous requests for the SEATs within the dispatch area will be resolved through interagency coordination by pre identified agency coordinators. In the event an agency coordinator will be unavailable, it is their responsibility to designate a representative to ensure timely consultation and coordination of the resource.

#### **For CDA:**

IDL Duty Officer  
Mark Grant or acting FMO

#### **For GVC:**

Rob Pentzer or designee: IDL-Craig Mountain/Maggie Creek/Ponderosa  
Jim Gray or designee: USFS-Clear/Nez Fire Zone  
Howard Weeks or designee: CPTPA-All Districts

It is the responsibility of the GVC Coordinator to coordinate with FMOs, Wardens, or other land managers concerning requests for SEATs and mission priorities. GVC will notify the Craig Mountain IDL office when a Forest Service SEAT request is received and filled.

**For Payette:**

Payette National Forest Duty Officer

Mark Woods: SITPA – Fire Warden

**REQUEST FOR DISPATCH OUTSIDE OF RESPONSE AREA**

**When a request for the SEATs is received from outside the Air Tanker Base response area, a “fill” on the order must be approved by the IDL Statewide Duty Officer.** The IDL Statewide Duty Officer will authorize the request. In addition, the appropriate agency coordinators should be notified. Furthermore, the aircraft will return to the Primary Air Tanker Base every night in accordance with the daylight flying rules listed on page 7 unless prior arrangements have been approved by the IDL Duty Officer or if the pilot believes it prudent for safety reasons to RON at another location. This agreement affirms that the SEATs are under exclusive use contract to Idaho Department of Lands, and that IDL retains authorization and approval for use outside the local operating area.

**ALTERNATE AIRFIELD OPERATIONAL REQUIREMENTS**

The SEATs may operate from alternate bases when resource ordered and dispatched to an incident. The SEATs will only operate from alternate airfields when:

1. The airstrip has an approved SEAT Base Plan that has been reviewed by the IDL Aviation Program Manager.
2. Personnel trained for SEAT operations are stationed at the alternate airfield.
3. Arrangements have been made to use the field (e.g. emergency use agreement established by the proper authority).
4. Appropriate logistical support (i.e. fuel, water, retardant, gel or foam) can be provided.
5. Adequate communications are available for flight following and supporting the SEATs.

**COMMUNICATIONS**

When airborne, the SEAT pilot will maintain communications (flight follow) with the appropriate dispatch center at 15-minute intervals or be directed by the dispatch center that the aircraft will be flight followed on Automated Flight Following (AFF).

When 12 nautical miles out from the incident, the pilot will contact the assigned ATGS or Lead Plane for clearance into the Fire Traffic Area. If no radio contact – Hold a minimum of 7 nautical miles from the incident. In the absence of aerial supervision, the pilot will contact personnel on the incident to determine where the retardant is to be dropped and to verify that the area is clear of personnel.

The SEAT may make at least one dry run over the fire prior to dropping. This decision will be at the discretion of the Pilot-in-charge (PIC) on non-staffed fires. On staffed fires, the PIC will contact the IC, and a determination will be made at that time on the necessity of a dry run. Flight following will be conducted via the frequency and dispatch office identified on the Air Tanker Resource Order. Aircraft engaged in or transitioning to or from fire fighting operations will use the special transponder beacon code of 1255 on their transponder.

**FREQUENCIES**

Each Air Tanker Base appendix has a list of the normal forest frequencies currently in use and available for initial attack. Large fires will have their own assigned frequencies and will be different from this list.

All needed frequencies will be written on the Aircraft Order Form given to the pilot prior to takeoff. A **sterile cockpit** shall be maintained from takeoff until well clear of traffic pattern and from a five (5) mile radius prior to landing to minimize the possibility of flight crew distraction.



It is the ATBM or assigned SEAT Manager's responsibility to ensure that the pilot has the correct radio frequencies for air-to-ground, air-to-air, flight following, command, and any appropriate alternate frequencies

### **FLIGHT FOLLOWING**

Automated Flight Following (AFF) is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. Mission flight following check-in intervals for all aircraft is not to exceed fifteen (15) minute intervals, unless dispatch has communicated to the pilot that they will be flight following on AFF.

Check-ins will normally be with the designated dispatch office, but with concurrence, can be made with other aircraft at the fire site or designated ground personnel. When field flight following is approved, the person performing the flight following must have contact with dispatch for timely notification of any emergencies. If communication cannot be maintained between the SEAT or other designated entity, the aircraft will return to base.

For detailed procedures on AFF, see the *National interagency Mobilization Guide*, Chapter 24.3.1.

### **MANAGEMENT and OPERATIONS**

The ATBM or designee at each Air Tanker Base will act as the SEAT Manager when the SEAT is stationed at the base. Only trained and qualified personnel at the Air Tanker Base will load the aircraft. The contractor is responsible for fueling the aircraft.

Properly trained and qualified personnel will be assigned to provide operational oversight and administrative direction at the Air Tanker Base. The employees will mix retardant, load, or assist in loading the aircraft and provide operational control on the airport ramp.

#### **Minimum Fuel Requirements**

The SEATs will carry a minimum of 90 minutes of fuel computed at the average fuel consumption rate. This includes the 30 minutes of reserve fuel required by FAR Part 91.151.

#### **Daylight Operations**

Single-engine aircraft on mission flights shall be limited to flight operations during daylight hours and VFR conditions. Daylight hours are defined as occurring from 30 minutes before official sunrise to 30 minutes after official sunset.

#### **Pilot-in-Command**

Pilots are responsible for approaching each mission in the safest possible manner and shall decline any mission or situation that he/she feels uncomfortable with or considers unsafe and reassess the situation.

The pilot-in-command shall have sole authority for determining load and aircraft capabilities. Downloading is at the discretion of the pilot and may be appropriate prior to, but is mandatory at, density altitudes exceeding 9,000 feet.

#### **Rapid Refueling**

Refueling operations are the sole responsibility of the vendor and will not be performed by government personnel. Rapid refueling is approved provided that appropriate dry-break equipment is installed, and the contractor provides an approved written standard operating procedure for the process. The following conditions are required:

- Base personnel and contractor must agree to rapid refuel.
- Contractor employees are trained in rapid refueling.
- Prior to use, the contractor must demonstrate the procedure.
- The pilot agrees to shutdown for fueling after no more than two fuel cycles. A fuel cycle is defined as one full tank of fuel.
- Pilots will not exceed four (4) hours of flight time before a break.

### **Hot Loading of Retardant**

Hot loading of retardant is only authorized by trained agency crews who are located at a permanent air tanker base, by the contractor's stationed on-site loader, or by trained personnel at an alternate base. In addition, the following requirements must be met for both rapid refueling and hot loading.

- The pilot and ramp manager shall remain in contact.
- All loading operations must be conducted in the safe area behind the trailing edge of the front wing.
- The pilot will signal the loader when the aircraft has been loaded to the proper level with retardant. The loader will disconnect the hose and remove it from the loading area.
- If the micro-motion meter indicates the calculated load has been pumped, the loader shall stop the loading even if the PIC has not signaled the loader that the desired gallons have been reached. Discrepancies will be discussed and corrected to insure aircraft are not overloaded.
- The pilot shall remain at the controls of the aircraft during all rapid refueling and hot loading operations.
- There shall be no simultaneous hot loading and refueling.

### **Aircraft Wash Down**

Washing or rinsing the aircraft will be done in either the retardant pit or area designated by the ATBM.

### **Authorized Breaks**

Authorized breaks for inspections or minor maintenance during daily availability will be granted if requested and operational activity permits. The COR has authority to approve authorized breaks or the Air Tanker Base Manager in the absence of the COR.

### **Designated Abort/Jettison Areas**

Each Air Tanker Base has a designated jettison area that is described in their Base Operation Plan and in the appendices of this document. In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above.
- Notify the appropriate dispatch center of the location and aircraft status as soon as possible.
- Any retardant aborted for safety reasons will be paid for by the incident that ordered it. Any retardant aborted for other reasons will be paid for by IDL, who will take up the issue with the vendor.

**Supplying Water**

When operating from any base, it will be the responsibility of the SEAT or Airtanker Base Manager to ensure an adequate supply of water is available. The manager will need to provide adequate hose and fittings at airports that have a well/hydrant capable of supplying 2400 gals/hour. For airport locations that do not have an adequate water supply, the manager will request the necessary resources from the local agency.

**Ordering Retardant**

All three Bases under this agreement are established Air Tanker Bases, and the ATBM, as COR on the national retardant contract, orders the retardant for all on-base operations.

**Unscheduled Maintenance**

In the event an aircraft becomes unavailable due to a maintenance issue, it is the Contractor's responsibility to insure that any maintenance is completed correctly in accordance with FAA regulations. A certified aviation maintenance technician will complete the necessary work and make the appropriate entry in the aircraft log book. Major repairs or alterations will require an I.A. (FAA Inspector's Authorization)>

When this has been completed and the PIC agrees with the log book entry, the PIC makes the decision the aircraft is ready to return to service. The PIC will then inform the ATBM that the aircraft is in service. The ATBM will inform the IDL COR or designee ( e.g.,the IDL Duty Officer) of the Contractor's actions, and the IDL COR or designee will return the aircraft to contract.

**Meals**

During periods of higher fire danger, it may be in the best interest of the agencies to keep the pilots and ground crews on base through meal times. The agencies, at their discretion, will provide lunches/refreshments (water, electrolyte replacement drinks, fruit) to the pilots and ground crews. Cost of the lunches will be determined by the ordering agency.

**TIMEKEEPING**

The ATBM is responsible for approving a Flight Use Report (FS-6500-122) each day and for submitting it to the Contractor for approval and signatures. Electronic copies shall be forwarded to the IDL Bureau of Fire Management ([jnewton@idl.idaho.gov](mailto:jnewton@idl.idaho.gov) and [dgodfrey@idl.idaho.gov](mailto:dgodfrey@idl.idaho.gov)). Adjustments discovered during the IDL audit process will be brought to the attention of the ATBM. The ATBM/SEAT Manager is also responsible for tracking aircraft daily flight hours, availability, retardant usage (amount and cost by fire number), and pilot flight and duty time. The signed FS-122 forms will be mailed a minimum of twice monthly to the IDL Bureau of Fire Management, 3780 Industrial Ave. S., Coeur d'Alene, ID, 83815. The cooperator flight rate has been established to compensate IDL when the aircraft are unavailable for IDL use.

# APPENDIX A

## COEUR D'ALENE AIR TANKER BASE ADDITIONAL INFORMATION

### ACCIDENT REPORTING

In case of accident, contact the individuals listed below:

<b>Crash Rescue – Emergency .....</b>	<b>911</b>
Coeur d'Alene Dispatch .....	208-772-3283
IDL Duty Officer .....	208-769-1530
Jim Newton, Idaho Department of Lands, Coeur d'Alene, ID.....	208-666-8651 or 208-755-6762 (C)
Bob Wing, IPNF Aviation Officer .....	208-762-6901 or 208-863-7407 (C)
Maggie Doherty, R-1 Aviation Officer .....	406-329-4903
Eddie Morris, R-1 Aviation Safety Manager.....	406-329-4918 406-370-3341 (C)

### SEAT OPERATIONS TELEPHONE DIRECTORY:

Coeur d'Alene Dispatch .....	208-772-3283
Jim Newton, IDL Aviation Officer (COR).....	208-666-8651 (W) 208-755-6762 (C)
IDL Duty Officer .....	208-769-1530
Sally Estes, Dispatch Center Manager .....	208-762-6904
Bud McConnaughey, Air Tanker Base Manager .....	208-762-6926
Bob Wing, IPNF Aviation Officer .....	208-762-6901 (W) 208-863-7407 (C)
Maggie Doherty, R-1 Aviation Officer .....	406-329-4903
Eddie Morris, R-1 Aviation Safety Manager.....	406-329-4918 406-370-3341 (C)
Regional Aviation Group, Forest Service.....	406-329-4901
Queen Bee Pilots –	
Steve Willey .....	208-520-0303
Charlie Miller .....	208-520-7075
Jason Chastain .....	530-228-0067
Trell Kennett .....	208-670-8735

### FLIGHT PATTERNS and PROFILES

Coeur d'Alene is an uncontrolled airport. There can be simultaneous aircraft on converging runways under calm weather conditions. Additional vigilance is necessary when taking off on Runway 01 or Runway 05 to avoid the potential of collision where the two runways converge. Right traffic for Runway 01; standard traffic for other runways.

## **RESPONSE AREA**

The response area for the SEATs based at Coeur d'Alene is the same as the dispatch area for the Coeur d'Alene Interagency Dispatch Center (CDC). Any requests to dispatch the SEATs outside this response area will require following the process outlined on page 6 in the section titled **Request for Dispatch Outside of Response Area**.

## **DESIGNATED JETTISON AREA**

The non-emergency abort/jettison area is approximately 7 miles northeast NE of the Airport at 47° 50.25' by 116° 37.25'. (See map posted at the Retardant Base office.) In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above

Notify CDC of location and aircraft status as soon as practical

## **USE OF GELS**

IDL is using the Coeur d'Alene Air Tanker Base to evaluate the properties of aurally delivered Thermo gel with blue dye. Loads of Thermo gel with blue dye are intended only for use on lands under IDL protection.

If a SEAT loaded with blue dyed Thermo gel is diverted to a fire on Federal land while in route to an IDL fire, it is permissible to drop this first load on the Federal fire. Subsequent loads would then need to be Thermo gel without the blue dye or any other approved wildland fire chemical that appears on the current MTDC approved products list and as requested by the incident.

## **FREQUENCIES**

### **NORTH IDAHO SEAT CHANNEL PLAN**

<b>AM FREQUENCIES:</b>						
CH	RX	TONE	TX	TONE	ALPHA	FUNCTION
	118.225	--	118.225	--	IP IA A/A	Idaho Panhandle Initial Attack Air-to-Air
	134.825	--	134.825	--		Clearwater/Nez Perce Air-to-Air
	122.900	--	122.900	--	BAK CNTRY	Back Country General Aviation Air-to-Air
	123.975	--	123.975	--		COE Tanker Base Ramp S80 Air Tanker Base

<b>FM FREQUENCIES:</b>						
CH	RX	TONE	TX	TONE	ALPHA	FUNCTION
	168.6250	--	168.6250	110.9	AIR GARD	Air Guard-In Air Guard Channel
----	-----	-----	-----	-----	-----	-----
01	168.6500	--	168.6500	--	NAT FF	National Flight Following

<b>FM FREQUENCIES:</b>						
<b>CH</b>	<b>RX</b>	<b>TONE</b>	<b>TX</b>	<b>TONE</b>	<b>ALPHA</b>	<b>FUNCTION</b>
02	168.7750	123.0	168.1750	110.9	SPT B FS	North Zone Flight Following on SPT Baldy
03	169.1750	123.0	169.9250	167.9	MICA FS	Central Zone Flight Following on Mica Pk.
04	168.7250	123.0	168.1250	167.9	ST JOE B	South Zone Flight Follow on St. Joe Baldy
----	-----	-----	-----	-----	-----	-----
05	151.1450	100.0	151.1450	100.0	AIR GND 1	Primary Air to Ground (IDL)
06	173.7875	--	173.7875	--	AIR GND 2	Secondary Air to Ground (FS)
07	164.8625	--	164.8625	--	AIR GND 3	Clear / Nez Air to Ground (Deary)
08	168.550	--	168.550	--	JMPR A/G	Smokejumper Air to Ground
----	-----	-----	-----	-----	-----	-----
09	159.4650	100.0	151.2050	100.0	LAKEVIEW	NZ-Priest Lake (IDL)-Lakeview Rptr.
10	168.7750	123.0	168.1750	156.7	HORTON	NZ-Priest Lake (FS)-Horton Rptr.
11	168.7750	123.0	168.1750	131.8	SADDLE	NZ-Bonnors Ferry (FS)-Saddle Mtn. Rptr.
12	168.7750	123.0	168.1750	103.5	BLAK FS	NZ-Bonnors Ferry-Black Mtn. Rptr.
13	168.7750	123.0	168.1750	123.0	HALL MTN	NZ-Bonnors Ferry (FS)-Hall Mtn. Rptr.
14	168.7750	123.0	168.1750	136.5	LUNCH PK	NZ-Sandpoint (FS)-Lunch Pk. Rptr.
15	169.1750	123.0	169.9250	156.7	LTL GARD	CZ-CDA (FS)-Little Guard Pk. Rptr.
16	169.1750	123.0	169.9250	131.8	MONUMENT	CZ-CDA (FS)-Monument Mtn. Rptr.
17	169.1750	123.0	169.9250	123.0	FASET	CZ-CDA (FS)-Faset Pk. Rptr.
18	169.1750	123.0	169.9250	136.0	WARD FS	CZ-CDA (FS)-Wardner Pk. Rptr.
19	159.3000	127.3	151.3250	110.9	MICA IDL	CZ-Mica (IDL)-Mica Pk Rptr.
20	159.2550	151.4	151.2050	110.9	WARD IDL	CZ-Cataldo (IDL)-Wardner Pk. Rptr.
21	168.7250	123.0	168.1250	131.8	MID SIS	SZ-St. Joe (FS)-Middle Sister Rptr.
22	168.7250	123.0	168.1250	156.7	HUCKLBRY	SZ-St. Joe (FS)-Huckleberry Mtn. Rptr.
23	168.7250	123.0	168.1250	103.5	DUNN PK	SZ-St. Joe (FS)-Dunn Pk. Rptr.
24	168.7250	123.0	168.1250	123.0	MARKS	SZ-St. Joe (FS)-Marks Pk Rptr.
25	159.2550	136.5	151.1750	100.0	BALDY	SZ-St Joe (IDL) St. Joe Baldy Rptr.
26	159.3000	123.0	151.3250	100.0	TEAKEAN	SZ-Deary (IDL)-Teakean Butte Rptr.
27	171.4750	146.2	164.6250	103.5	COLVILLE	WASHINGTON-Colville NF. (FS)

<b>FM FREQUENCIES:</b>						
<b>CH</b>	<b>RX</b>	<b>TONE</b>	<b>TX</b>	<b>TONE</b>	<b>ALPHA</b>	<b>FUNCTION</b>
28	171.3875	--	171.3875	--	KOOTENAI	MONTANA-Kootenai NF. (FS)

# APPENDIX B

## GRANGEVILLE AIR TANKER BASE ADDITIONAL INFORMATION

### ACCIDENT REPORTING:

In case of accident, contact the individuals listed below:

<b>Crash Rescue—Emergency .....</b>	<b>911</b>
Dennis Crew, GVC Dispatch Coordinator.....	208-983-6801
IDL Statewide Duty Officer .....	208-769-1530
Jim Newton, IDL Coeur d’Alene, ID.....	208-666-8651
	208-755-6762 (C)
Rob Pentzer, IDL Duty Officer Craigmont.....	208-924-5571
Jay Sila, IDL Craigmont .....	208-924-5574
Willy Acton, Zone Aviation Officer .....	208-983-9571
	208-507-0942 (C)
Maggie Doherty, R-1 Aviation Officer .....	406-329-4903
Eddie Morris, R-1 Aviation Safety Manager.....	406-329-4918
	406-370-3341 (C)
Jim Gray, NPNF Fire Staff .....	208-983-4066

### SEAT OPERATIONS TELEPHONE DIRECTORY:

Grangeville Interagency Dispatch Center (GVC) .....	208-983-6800
	208-983-6802
Grangeville Interagency Dispatch Center (GVC)	
Aviation Dispatch .....	208-983-6803
	208-983-6804
Jim Newton, IDL Coeur d’Alene, ID (COR).....	208-666-8651
	208-755-6762 (C)
Rob Pentzer, IDL Fire Warden Craigmont.....	208-924-5571
Andre’ Ruoti, Air Tanker Base Manager .....	208-983-9577
	208-507-0643
Willy Acton, Zone Aviation Officer .....	208-983-9571
	208-507-0942
Maggie Doherty, R-1 Aviation Officer .....	406-329-4903
Eddie Morris, R-1 Aviation Safety Manager.....	406-329-4918
	406-370-3341 (C)
Regional Aviation Group, Forest Service.....	406-329-4900
Evergreen Flying Services, Inc (Penny Southern)....	318-728-2900
Brandon Mulhern (Owner) .....	318-303-3147 C
Jeff Holwick, R-1 Aircraft Maintenance/Safety Inspector .....	406-829-7344
	406-544-4072 C
IDL Statewide Duty Officer .....	208-769-1530
Ken Wabaunsee, R-1 Fixed Wing Specialist .....	406-329-4914
Dennis Crew, GVC Dispatch Coordinator.....	208-983-6801



## **FLIGHT PATTERNS and PROFILES**

All flight patterns at Idaho County Airport and applicable flight profiles will be in accordance with and conducted as per the applicable FARs.

### ***IDAHO COUNTY AIRPORT CROSS WIND COMPONENT***

Significant cross wind is routinely encountered in the afternoon at S80, Idaho County, and will affect SEAT operations. When the component exceeds 15 kts, the pilot should be advised and exercise caution. A maximum 20 kt crosswind component indicates that flight operations should cease as per the aircraft flight manual (Evergreen Flying Services).

## **RESPONSE AREA**

The response area for the SEATs based at Grangeville is the same as the dispatch area for the Grangeville Interagency Dispatch Center (GVC). Any requests to dispatch the SEATs outside this response area will require following the process outlined on page 6 of this agreement in the section titled **Request for Dispatch Outside of Response Area**.

## **DESIGNATED JETTISON AREA**

The non-emergency jettison area at Grangeville is located at Lat 46.04.346', Long 115.56.742', 10.8 nm from S80 on a radial of 27.2; this is referred to as the Battle Ridge Jettison Site. In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above

Notify GVC of location and aircraft status as soon as possible.

## **FREQUENCIES**

<b>AM CHANNELS</b>						
<b>DISPLAY</b>	<b>RX Freq.</b>	<b>RX Tone</b>	<b>TX Freq.</b>	<b>TX Tone</b>	<b>Band</b>	<b>Description</b>
CN A/A	134.825	0.0	134.825	0.0		Clear/Nez Initial Attack Air-to-Air
BAK CNTRY	122.9	0.0	122.9	0.0		Back Country General Aviation Air-to-Air/S80 Unicom
PAF AA1	118.875	0.0	118.875	0.0		Primary Payette Air-to-Air
PAF AA2	120.05	0.0	120.05	0.0		Secondary Payette Air-to-Air
IP A/A	118.225	0.0	118.225	0.0		Idaho Panhandle Initial Attack Air-to-Air
PAF FF	121.725	0.0	121.725	0		Payette Flight Following

FM CHANNELS						
DISPLAY	RX Freq.	RX Tone	TX Freq.	TX Tone	Band	Description
AIR GARD	168.625	0.0	168.625	110.9	N	Air Guard-(In Air Guard Channel)
NAT F F	168.650	0.0	168.650	110.9	N	Nat'l Flight Following (GVC, IP)
CPTPA 1	159.2700	0.0	151.2050	127.3	W	CPTPA Prim Repeater on Elk Butte
<b>BLM CTWD</b>	<b>164.5250</b>	<b>.0.0</b>	<b>163.0250</b>	<b>162.2</b>	<b>N</b>	BLM Repeater on Cottonwood Butte
TEAKEAN	159.3000	123.0	151.3250	100.0	N	PD Repeater on Teakean Butte
WOODRAT	159.4500	136.5	151.3100	100.0	N	MC Repeater on Woodrat
COTTON	159.4650	136.5	151.2650	127.3	N	CM Repeater on Cottonwood Butte
<b>IDL ELK</b>	<b>159.2550</b>	<b>100.0</b>	<b>151.1750</b>	<b>123.0</b>	<b>N</b>	St. Joe P/D Repeater on Elk Butte
<b>IDL JIM CR</b>	<b>159.2325</b>	<b>131.8</b>	<b>151.3325</b>	<b>123.0</b>	<b>N</b>	Craig Mtn. Repeater on Jim Creek
CLW EAGL	170.5000	0.0	172.2250	103.5	N	North Fork-Eagle Point Repeater
CLW JUNC	170.5000	0.0	172.2250	167.9	N	N Fork-Junction Mtn. Rptr
CLW HEM S	173.7625	0.0	166.5625	123.0	N	Lochsa-Hemlock S Repeater
CLW COOL	173.7625	0.0	166.5625	131.8	N	Lochsa-Coolwater
CLW BEVR	171.5750	0.0	172.3750	123.0	N	Powell-Beaver Ridge Repeater
CLW BEAR	171.5750	0.0	172.3750	136.5	N	Powell-Bear Mountain Repeater
CLW DBLO	171.5750	0.0	172.3750	131.80	N	Powell Repeater on Diablo
CLW ROKY	171.5750	0.0	172.3750	146.2	N	Powell Repeater on Rocky Ridge
CLW OSIR	170.5000	0.0	172.2250	123.0	N	N. Fork Repeater on Osier Ridge
CLW HEM N	170.5000	0.0	172.2250	131.8	N	N. Fork Repeater on Hemlock Butt
CLW CSTL	173.7625	0.0	166.5625	136.5	N	Lochsa Repeater on Castle Butte
CLW DOTY	173.7625	0.0	166.5625	146.2	N	Lochsa Repeater on Doty Ridge
NPF IRON	168.6750	0.0	169.9500	110.9	N	Elk City-Iron Mountain Rptr
NPF OREGON	168.6750	0.0	169.9500	136.5	N	Elk City-Oregon Butte Rptr
NPF SLATE	164.1375	0.0	169.1250	110.9	N	Slate Cr. Slate Point Rptr
NPF HICMP	164.1375	0.0	169.1250	123.0	N	ClrWtr-Slate Cr- High Camp Rptr
NPF FOG	168.6750	0.0	169.9500	146.2	N	Fenn-Moose Cr. Fog Mtn. Rptr
NPF SHISSLER	168.6750	0.0	169.9500	156.7	N	Moose Crk. Rptr on Shissler

FM CHANNELS						
DISPLAY	RX Freq.	RX Tone	TX Freq.	TX Tone	Band	Description
NPF COLD	164.1375	0.0	169.1250	146.2	N	Slate Cr. Rptr on Cold Springs
NPF HVNS	164.1375	0.0	169.1250	136.5	N	Slate Ck. Rptr on Heavens Gate
NPF BLK	164.1375	0.0	169.1250	131.8	N	Slake Ck. Rptr on Black Butte
NPF ANDR	168.6750	0.0	169.9500	123.0	N	Rd River Rptr on Anderson Butte
NPF BRNT	168.6750	0.0	169.9500	131.8	N	Red River Rptr on Burnt Knob
NPF GRDN	168.6750	0.0	169.9500	103.5	N	Moose Cr. Rptr on Gardiner Pk
Denotes repeater not up as of 6/9/08						
SMITH MT	171.55	0.0	172.35	131.8	N	Payette West-Smith Mtn. Rptr.
ELK	169.9	0.0	170.55	131.8	N	Payette East-Elk Rptr.
ST JOE B	168.725	123.0	168.125	167.9	N	CDC Flight Follow on St. Joe Baldy
PAF SHEPETER	169.9000	0.0	170.5500	156.7	N	Payette Sheep Eater
WW Somers	166.0000	0.0	164.0250	167.9	N	Wallowa Whitman Somers Pt.
A/G1	151.145	0.0	151.145	100	N	Air to Ground 1 (IDL, N & W Zones)
C/N A/G	164.8625	0.0	164.8625	0.0	N	Clear/Nez Air to Ground
A/G2	173.7875	0.0	173.7875	0.0	N	Idaho Panhandle NF Air to Ground
IDL Direct 2	159.2850	77.0	159.2850	77.0	W	IDL Statewide Tactical
PAY WEST	171.55	0.0	171.55	110.9	N	Payette West
PAY EAST	169.9	0.0	169.9	110.9	N	Payette East
PAF A/G	167.4250	0.0	167.4250	0.0	N	Payette Air to Ground
JMPR A/G	168.55	0.0	168.55	0.0	N	Smokejumper Air to Ground
COMUSE 1	163.7125	0.0	163.7125	0.0	N	Common Use 1 (National Grnd – Grnd)
COMUSE 2	168.6125	0.0	168.6125	0.0	N	
Flight Following						
Air to Air						
Air to Ground						

# APPENDIX C

## McCALL AIR TANKER BASE ADDITIONAL INFORMATION

### ACCIDENT REPORTING

In case of accident, contact the individuals listed below:

<b>Crash Rescue – Emergency .....</b>	<b>911</b>
Payette Dispatch.....	208-634-2757
IDL Statewide Duty Officer .....	208-769-1530
Jim Newton, IDL Coeur d’Alene, ID.....	208-666-8651 (W)
	208-755-6762 (C)
	509-276-8525 (H)
Mark Woods, Fire Warden, SITPA, McCall, ID .....	208-634-2268 (W)
	208-634-9658 (C)
	208-634-3454 (H)
Clair Mendenhall, R-4 Aviation Officer .....	801-625-5511 (W)
	801-643-2611 (C)
Vacant, R-4 Aviation Safety Manager .....	

### SEAT OPERATIONS TELEPHONE DIRECTORY:

Payette Dispatch.....	208-634-2757
IDL Duty Officer .....	208-769-1530
<b>Jim Newton, IDL Fire &amp; Aviation Program Manager (COR) .....</b>	<b>208-666-8651</b>
Mark Woods, SITPA/IDL Local Aviation Contact .....	208-634-2268
Gary Murphy, Payette Dispatch .....	208-634-0395
Kay Jones, McCall Air Tanker Base Manager .....	208-634-0357
Francis Russo, Asst. Air Tanker Base Manager .....	208-634-0357
Eric Hagen, Payette N.F Aviation Officer.....	208-634-0746
Clair Mendenhall, R-4 Aviation Officer .....	801-625-5511
	801-643-2611
Vacant, R-4 Aviation Safety Manager .....	
Evergreen Flying Services, Inc.....	318-728-2900

### FLIGHT PATTERNS and PROFILES

Uncontrolled Airport, standard left-hand pattern.

### RESPONSE AREA

#### **See Map on page 3**

The response area for the SEATs based at McCall is shown on the attached map. Any requests to dispatch the SEATs outside this response area will require following the process outlined on page 6 in the section titled **Request for Dispatch Outside of Response Area.**

## **DESIGNATED JETTISON AREA**

The designated jettison area at McCall is East of the Airport on the backside of Jughandle Mountain (44°49.43' 115°57.20'). In-flight emergencies requiring retardant load jettison will be at the pilot's discretion. Any of the following courses of action are appropriate:

- Abort the load immediately, anywhere, when the aircraft and pilot are at risk. Pilot safety is the foremost concern.
- If climb performance allows when over the forest, attempt to jettison the load as high as possible over continuous timber. Avoid drops over streams, roads, or improvements if possible.
- If able, use jettison area at the airport described above

Notify Payette Dispatch of location and aircraft status as soon as possible.

## **FREQUENCIES**

<b>AM Frequencies</b>							
Display	Channel	RX	RX Tone	TX	TX Tone	Band	Description
PAF FF		121.725	--	121.725	--		Payette Flight Following
PAF AA1		118.875	--	118.875	--		Primary Payette Air to Air
PAF AA2		120.05	--	120.05	--		Secondary Payette Air to Air
CN IA AA		134.825	--	134.825	--		Clear/Nez Initial Attack Air to Air

<b>FM Frequencies</b>							
Display	Channel	RX	RX Tone	TX	TX Tone	Band	Description
AIR GARD		168.625	0.0	168.625	0	N	Air Guard –(in Air Guard Channel)
SMITH MT		171.55	0.0	172.35	131.8	N	Payette West-Smith Mtn. Rptr.
ELK		169.9	0.0	170.55	131.8	N	Payette East-Elk Rptr.
NAT F F		168.650	0.0	168.650	0	N	Nat'l Flight Following (C/N, BOF)
PAF A/G		167.4250	0.0	167.4250	0	N	Payette Air to Ground
PAY EAST		169.9	0.0	169.9	110.9	N	Payette East
PAY WEST		171.55	0.0	171.55	110.9	N	Payette West
JMPR A/G		168.55	0.0	168.55	0	N	Smokejumper Air to Ground
A/G 1		151.145	0.0	151.145	100	N	IDL Air to Ground
C/N A/G		164.8625	0.0	164.8625	0.0	N	Clear/Nez Air to Ground
BOF A/G		168.175	0.0	168.175	0.0	N	Boise Air to Ground
Snowbank		159.4500	0.0	151.3100	110.9	N	SITPA Snowbank Repeater
Brundage		159.4500	0.0	151.3100	146.2	N	SITPA Brundage Repeater
Direct		159.4500	0.0	159.4500	0.0	N	SITPA Direct
SITPA Tac		159.2250	0.0	159.2250	0.0	N	SITPA Tac

Flight Following  
 Air to Air  
 Air to Ground  
 SITPA

# Single Engine Air Tankers

## Southwest IA Response Area

